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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1183 Press ~~Mis.~~

274-275

Dated 6-4- 1869

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, *10th April* 1869.

No. 274. Read the following Endorsement of the Officiating Superintending Engineer, 8th Division, dated Madura, 9th March 1869, No. 2,759.

Read the following :—

No. 17.

Memorandum on work executed in connection with the Perryaur Project up to the 28th February 1869.

1. The survey of the ground at the bund site has been completed, and sections (at every thirty feet) of the bed of the river taken along the whole length to be covered by the bund.

2. Cross sections of the ground to be occupied by the cutting have been taken at every 100 feet throughout its length.

3. A clearing, thirty feet broad, has been made along the whole line of road from the foot of the ghat to the Perryaur.

4. Work on the hills was stopped on the 26th ultimo. Towards the end of our stay there we had upwards of 300 coolies, and parties kept on coming up to ask for work up to the very last day. To the time of our leaving, there were no signs of sickness amongst the workmen, and to all appearance the place was as healthy as could be desired. No doubt this was partly due to the frequent showers which fell during January and February, but even in average years, I think, the risk of fever in February and March cannot be very great if proper care be taken in the selection of sites for encampments.

5. By the present route the distance from the village of Cumbum to the crest of the watershed is about twelve and a half miles, of which not more than one and a half or one and three-quarters, at the most, are occupied by the ghat. By the new road the distance from the village of Cumbum to the foot of the ghat will be eight and a half miles, the ghat itself 6,785 yards, a little over three and three-quarter miles, with a rise of 1,288 feet, being an average gradient of one in 15·8, and the distance from the head of the ghat to the watershed three-quarters of a mile further, with a rise of 131 feet.

6. The total distance is thus only a little over half a mile more than that by the present route. The total rise from the foot of the ghat to the watershed is 1,419 feet, which is a good deal more than it has generally been supposed to be. The levels have been checked by a separate line (run with the spirit level) from the foot of the new ghat to that of the old one, and thence by the old path to the head of the new ghat.

7. From the watershed to the site of the bund the distance by the present path is about four and three-quarter miles; by the new one it will be just five and a half. The increase is chiefly due to the necessity of crossing the numerous ravines which intersect the road at a reasonable gradient, instead of going straight down one side and up the other, as the present path does.

8. The whole of this part of the road, except two short lengths of about 250 yards each,* has been carried clear of the 150-foot contour. Little distance, if any, would have been saved by taking it lower, while as a permanent road it would of course have been useless if below the flood level of the lake. The two portions which are below this level can easily

* One of these descends to the 120 feet level, the other only to the 140 feet.

be altered at a future day. For the present the line chosen is believed to be the best, as a rather long detour will be necessary in each case if the road is to be raised.

9. A trial has been made of every line which appeared to promise any advantages; almost the whole road has been surveyed twice over, and some parts three and four times. Similar care has been bestowed upon the ghat, and it is believed that the line fixed upon is, on the whole, the best possible.

10. A contoured plan of the ground about the site of the bund, together with calculations of quantities for different levels of bund and cutting will be submitted as soon as possible. The preparation of these will, however, take some little time, as the number of levels to be worked out is very large.

(Signed) J. PENNYCUICK, Lieutenant, R. E.,
Executive Engineer on special duty.

CAMP CUMBUM,
2nd March 1869.

IT is very satisfactory that the season has closed without any signs of sickness among the work-people, and that the number of coolies was increasing up to the end, thereby showing that the people in the Cumbum valley were gaining confidence as to taking employment on the hills.

(Signed) H. L. PRENDERGAST, Captain, R. E.,
Officiating Superintending Engineer, 8th Division.

No. 275. ORDER THEREON, 10th April 1869, No. 1,183.

IRRIGATION, No. 9.

1. The Government are glad to learn that the working season at the Perryaur has closed without any of the party employed there having suffered from fever or other sickness. The work done during the season is satisfactory.

2. Nothing is said in this report of the gauging of the river, or of trial pits or borings to ascertain the nature of the sub-soil in the river bed, and on the proposed line of cutting; it is hoped however that these important points have received full attention.

Paragraph 6 of Chief Engineer's Memorandum, printed in Proceedings, Madras Government, No. 3,636, of the 20th November last.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Superintending Engineer, 8th Division.
,, Revenue Department.
,, Chief Engineer for Irrigation.

Exd S. T. Augustin.

No Endorsement Already

No. 17.

Memo on work executed in connection with the Periar Project up to the 28th February 1869.

1 The Survey of the ground at the bund site has been completed, and sections (at every 30 feet) of the bed of the river taken along the whole length to be covered by the bund.

2 Cross sections of the ground to be occupied by the cutting have been taken at every 100 feet throughout its length.

3. A clearing 30 feet broad has been made along the whole line of road from the foot of the ghát to the Periar.

4. Work on the hills was stopped on the 26th ultimo - Towards the end of our stay there we had upwards of 300 coolies, and parties kept on coming up to ask for work, up to the very last day. To the time of our leaving there were no signs of sickness amongst the workmen, and to all appearance the place was as healthy as could be desired.

desired. No doubt this was partly due to the frequent showers which fell during January and February, but even in average years I think the risk of fever in February and March cannot be very great, if proper care be taken in the selection of sites for encampments

5 By the present route the distance from the village of Cumbum to the crest of the watershed, is about $12\frac{1}{2}$ miles, of which not more than $1\frac{1}{2}$, or $1\frac{3}{4}$ at the most, are occupied by the Ghát. By the new road the distance from the village of Cumbum to the foot of the ghát will be $8\frac{1}{2}$ miles, the ghát itself 6785 yards, a little over $3\frac{3}{4}$ miles, with a rise of 1288 feet, being an average gradient of one in 15.8, and the distance from the head of the ghát to the watershed three quarters of a mile further, with a rise of 131 feet.

6 The total distance is thus only a little over half a mile more than that by the present

present route. The total rise from the foot of the ghát to the watershed is 1419 feet, which is a good deal more than it has generally been supposed to be. The levels have been checked by a separate line (run with the spirit level) from the foot of the new ghát to that of the old one, and thence by the old path to the head of the new ghát.

7 From the watershed to the site of the bund the distance by the present path is about 4 3/4 miles; by the new one it will be just 5 1/2. The increase is chiefly due to the necessity of crossing the numerous ravines which intersect the road at a reasonable gradient, instead of going straight down one side and up the other, as the present path does.

8 The whole of this part of the road, except two short lengths of about 250 yards each,* has been carried clear of the 150 foot contour. Little distance, if any, would have been saved by taking it lower, while as a permanent road it would of course have

* one of these descends to the 120' level the other only to the 140'.

have been useless if below the flood level of the lake - The two portions which are below this level can easily be altered at a future day. For the present the line chosen is believed to be the best, as a rather long detour will be necessary in each case if the road is to be raised.

9 A trial has been made of every line which appeared to promise any advantages, almost the whole road has been surveyed twice over, and some parts three and four times. Similar care has been bestowed upon the ghat and it is believed that the line fixed upon is, on the whole, the best possible.

10 A contoured plan of the ground about the site of the bund, together with calculations of quantities for different levels of bund and cutting will be submitted as soon as possible. The preparation of these will however take some little time as the number

of

of levels to be worked out is very large.

(Sd) John. Pennycuick Lt. R.E.

Executive Engineer on Special duty.

Camp Cumbum
2nd March 1869

No. 2759

It is very satisfactory that the season has closed without any signs of sickness among the work people; and that the number of coolies was increasing up to the end: thereby shewing that the people in the Cumbum valley were gaining confidence, as to taking employment on the hills.

Supg. Engrs Office 8th Dn.
Madura
9th March 1869

[signature] Captain R.E.

Offg. Superintending Engineer 8th Dn.

To

The Chief Engineer for Irrigation

P. W. 1869 Dept.

[illegible] No. [illegible]

From No. 1134

The Offg. Supdg. Engr.

8th Division

To

The Chief Engr.

for Irrigation

Madras

Dated 9th } March /69

Received 13th }

Do. 19th " – –

Forwards Memo on work executed in Connection with the Perryaur Project up to the 28th February 1869 with favorable remarks thereon.

Letter & give me with all the papers relating to this investigation

No. 1183 – 10th April /69

No. 274

24th March 1869 CR. 2 [illegible]

Duplicate

Public Works Dept

No. 11838

5

Proceedings of the Madras Government
Under date the 10: ~~March~~ April 1869

Read the following

From the Offg Supdg Engr 8: Dn (Here enter No of 9: March 1869)

WM N.

AJA.

The Government are glad to learn that the working season at the Perryaur has closed without any of the party employed there having suffered from fever or other sickness. The work done during the season is satisfactory.

2. Nothing is said in this report of the

gauging of the river, or of trial pits or borings to ascertain the nature of the subsoil in the river bed, and on the proposed line of cutting; it is hoped however that these important points have received full attention

para 6 of Chief Engrs Memo: printed in P. W. G. No. 3636 of the 20th Novr last.

[signature]

41/4

1 S. Engr 8th Divn ✓
2 Rev Depts ✓
3 Chief Engr for Irrign ✓

Despd 12/4/69

Cue 1134

Govt. of {1869} Madras.

PUBLIC WORKS.

To The Superintending Engr.
8th Division

Dated

Recd. Encl.

G. O. 10th April 1869, No. 1183

R[illegible] 3/4/69

Nos. 274 to 275

Perryaur Project Passing orders on the Endorsement of the Supg Engr. submitting a Memo. showing the work Executed in connection with the Perryaur Project, Madura Dt.